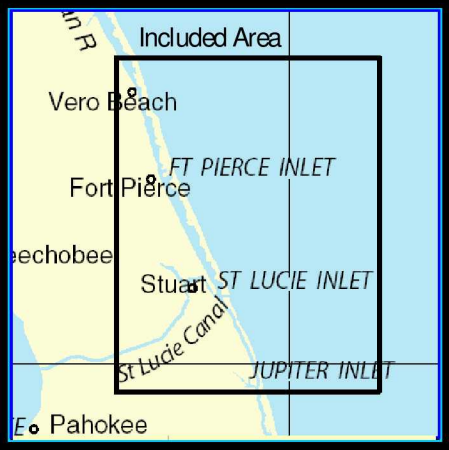
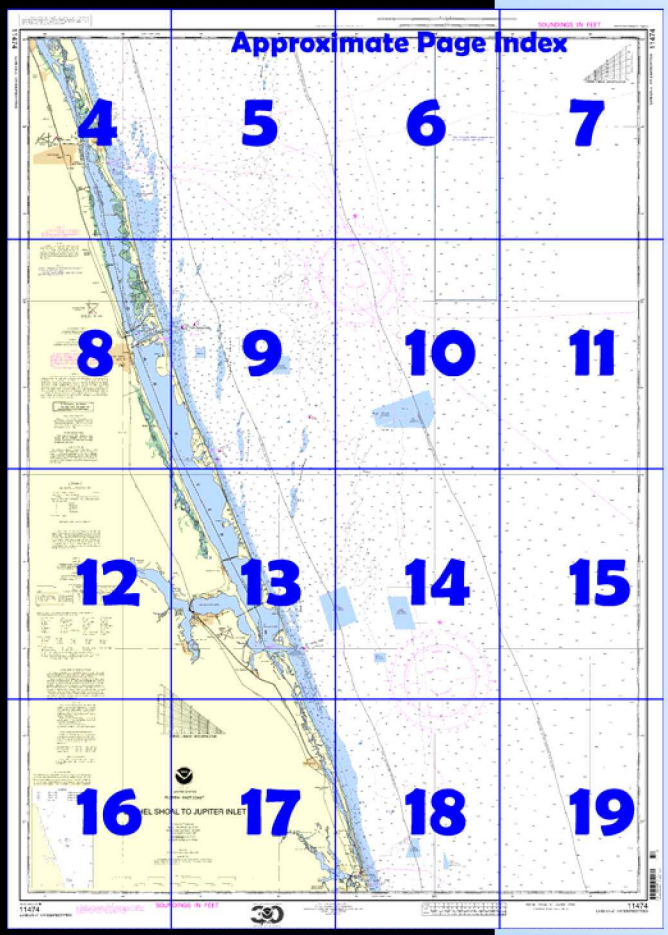
BookletChart™

Bethel Shoal to Jupiter Inlet

(NOAA Chart 11474)





A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

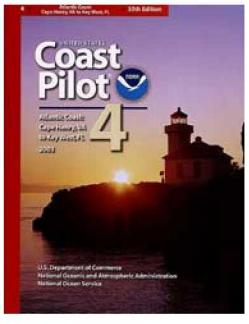
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 10]

(135) **Indian River Shoal,** with depths of 10 to 30 feet over it, is 8 miles northward of Fort Pierce Inlet and extends 3 miles offshore.
(159) For a distance of 13 miles southward of Fort Pierce Inlet, broken ground with 18 to 28 feet over it extends from 2.5 to 6 miles offshore.
(160) **Capron Shoal** has a least depth of 18 feet over it 3.6 miles southeastward of Fort Pierce Inlet. A buoy is 300 yards northeastward of the 18-foot spot.
(161) **Pierce Shoal** with 21 to 30 feet over it, lies about 2 miles offshore, and 6 to 8.5 miles southeastward of Fort Pierce Inlet.
(162) **St. Lucie Shoal,** with 15 to 30 feet over it, lies 3 to 6 miles offshore, and 22 to 26 miles northward of Jupiter Inlet Light. The north end of the shoal is marked by a lighted whistle buoy and an unlighted buoy is southeast of a 15-foot spot at the southern end.
(163) Several wrecks are east of the broken ground within 10 miles of the shore. The chart should be used as the principal guide.
(164) **Gilbert Shoal,** with 17 to 30 feet over it, is 1 to 1.5 miles offshore about 3 miles north of St. Lucie Inlet.
(165) **St. Lucie Inlet**. The entrance is protected by jetties and a detached breakwater. The inner part of the north jetty is in ruins. A rock ledge across the inlet extends south for over 1 mile from the east end of the north jetty ruins. Extensive sandbars are on the north side of the inlet channel from the north jetty to the Intracoastal Waterway. Shoaling builds up across the channel from both the north and south sides.
(166) St. Lucie Inlet is dangerous and particularly hazardous to small boats not designed to the open seas. Persons using the inlet should be experienced boatmen and have local knowledge.
(167) Tidal currents reach a velocity of 7 knots. Currents continue to flow 2 hours after high and low tides. Entrance is easiest just on the flood side of slack water.
(168) The approach is marked by a lighted whistle buoy. The entrance buoys are not charted, as they are moved to mark the best water. After heavy storms, buoys may be off station due to dragging or to shifting channels.
(169) Ground swells can make inlet passage impossible for all craft. Breakers occur throughout the entire channel as seas, ground swells, and winds increase, particularly on an ebb tide.
(170) While the inlet conditions are generally reported to be worse during winter, hazardous conditions develop rapidly during summer squalls.
(171) Information on local conditions can be obtained by calling the Fort Pierce Coast Guard Station (telephone: 561-464-6100) and asking for the Coast Guard Auxiliary telephone number.
(185) From St. Lucie Inlet to Jupiter Inlet several shoals and wrecks are within about 3 miles of the shore.
(186) **Jupiter Inlet Light** (26°56'55"N., 80°04'55"W.), 146 feet above the water, is shown from a red brick tower on the north side of the inlet, 94 miles south of Cape Canaveral Light. The light is obscured by high-rise construction from 231° to 234° when within a range of 5.5 miles.
(187) **Jupiter Inlet**. A short stone jetty is on the north side of the entrance, and a concrete and steel barricade is halfway across the entrance from the south side. Private daybeacons mark the entrance. The depth was 4 feet over the bar to the Intracoastal Waterway. Small boats of the fishing fleet use the inlet. The Intracoastal Waterway is 0.5 mile inside the entrance to the inlet.
(188) Jupiter Inlet is dangerous and particularly hazardous to small boats not designed for the open seas. Persons using this inlet should be experienced boatmen and have local knowledge. Shallow sandbars exist from the lighthouse through the mouth of the inlet and the sandbar at the junction of the Intracoastal Waterway and the entrance builds up continuously. A shallow sandbar extends south and east from the north jetty across the entire inlet. The bar is deceptive and lies 1 or 2 feet below the surface. The openings through the sandbar shift with changing weather conditions and can be very shallow.
(189) Tidal currents reach 6 knots. Eddies and extreme turbulence accompany flood and ebb tides, particularly near the south jetty. Breaking and confused seas frequently exist over the sandbars off the mouth of the jetty. Conditions are worst with ebb tide and easterly winds. Near low water, long ground swells and wake from passing vessels can create dangerous waves in seemingly calm seas. Conditions are most hazardous during the winter months.
(191) Additional information on local existing conditions can be obtained by contacting the Lake Worth Inlet Coast Guard Station (telephone: 561-840-8503) and asking for the Coast Guard Auxiliary telephone number.

Table of Selected Chart Notes

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE B

CAUTION

Passage through the inlet is not recommended without local knowledge of all hazardous conditions affecting this area.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

West Palm Beach, FL	KEC-50	162.475 MHz
Fort Pierce, FL	WWF-69	162.425 MHz
Melbourne, FL	WXJ-70	162.55 MHz

INTRACOASTAL WATERWAY

Use chart 11472. The depths and channel markers are not shown hereon.

NOTE C

The OCULINA BANK (protected area: 50 CFR 638.22) The following restrictions apply:

Fishing, with bottom longlines, traps, pots, dredges and bottom trawls is prohibited.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.169" northward and 0.832" eastward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency, the Canadian Department of Fisheries and Oceans, and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized — Obstn obstruction — PD position doubtful — Subm submerged
ED existence doubtful — PA position approximate — Rep reported

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Vero Beach (Ocean)	(27°40'N/80°22'W)	4.0	3.7	0.2	-1.5
Ft. Pierce Inlet (Jetty)	(27°28'N/80°17'W)	3.0	2.8	0.2	-1.5
Stuart, St. Lucie River	(27°12'N/80°16'W)	1.1	1.0	0.1	-1.5
Jupiter Inlet	(26°57'N/80°04'W)	2.8	2.7	0.2	-1.5

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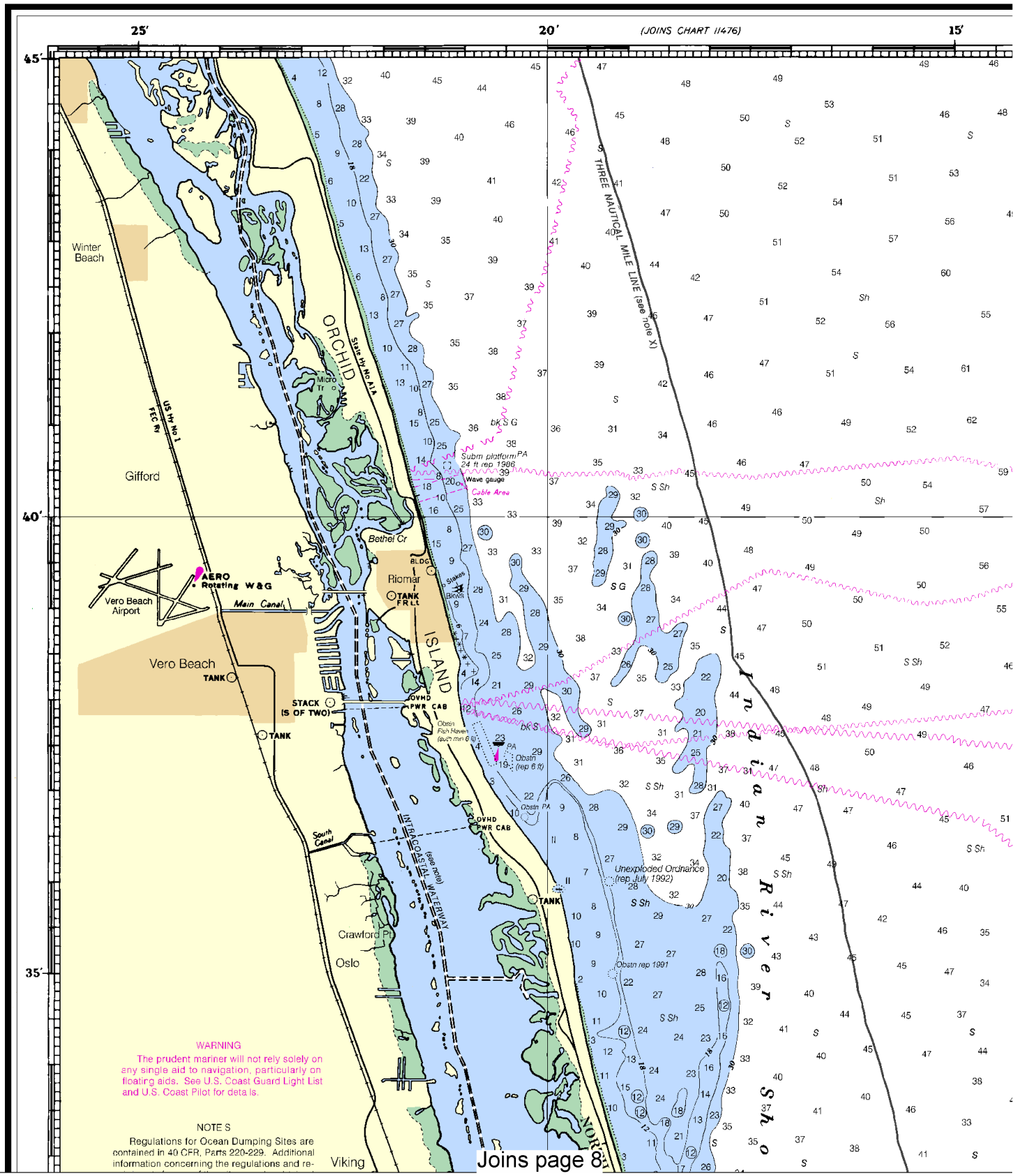


Joins page 8

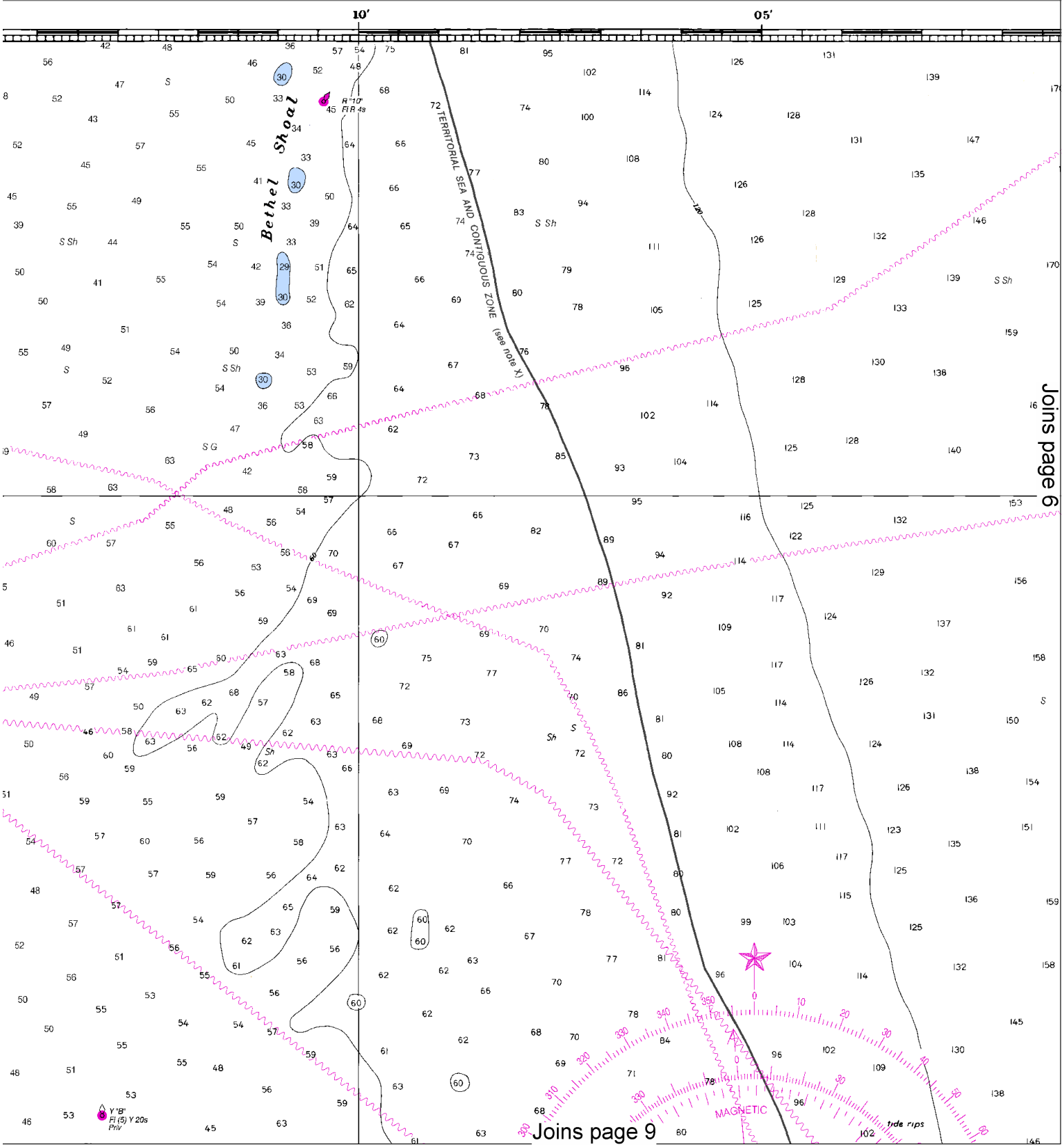
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

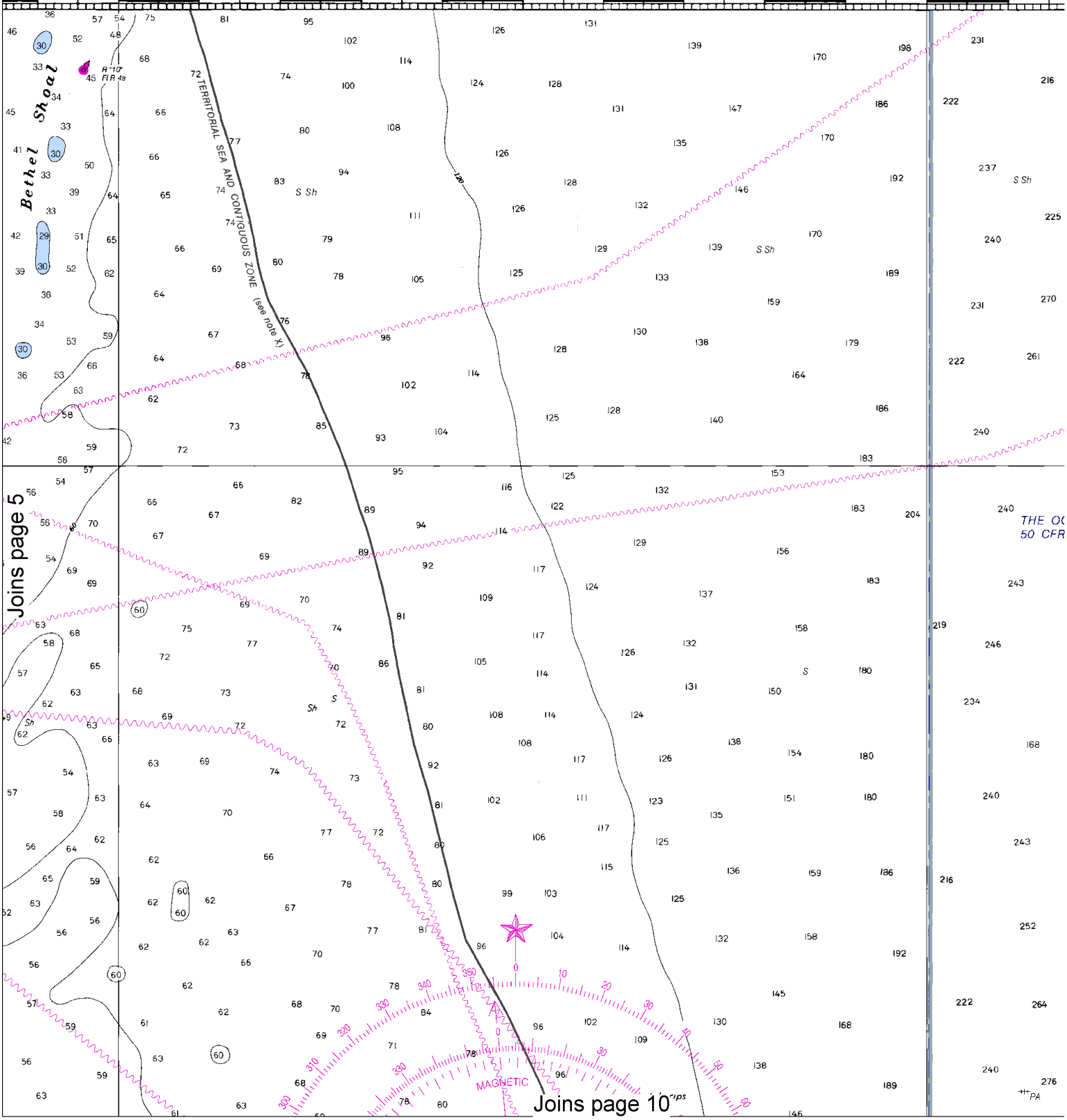
Formerly C&GS 1247, 1st Ed., July 1932 C-1932-377 KAPP 307



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 1247, 1st Ed., July 1932 C-1932-377 KAPP 307

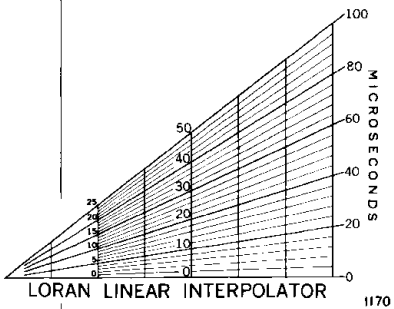
10′ 05′ 80°



North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000



OCULINA BANK (protected area: 15 CFR 638.22; see note C)

Joins page 11

and U.S. Coast Pilot for details.

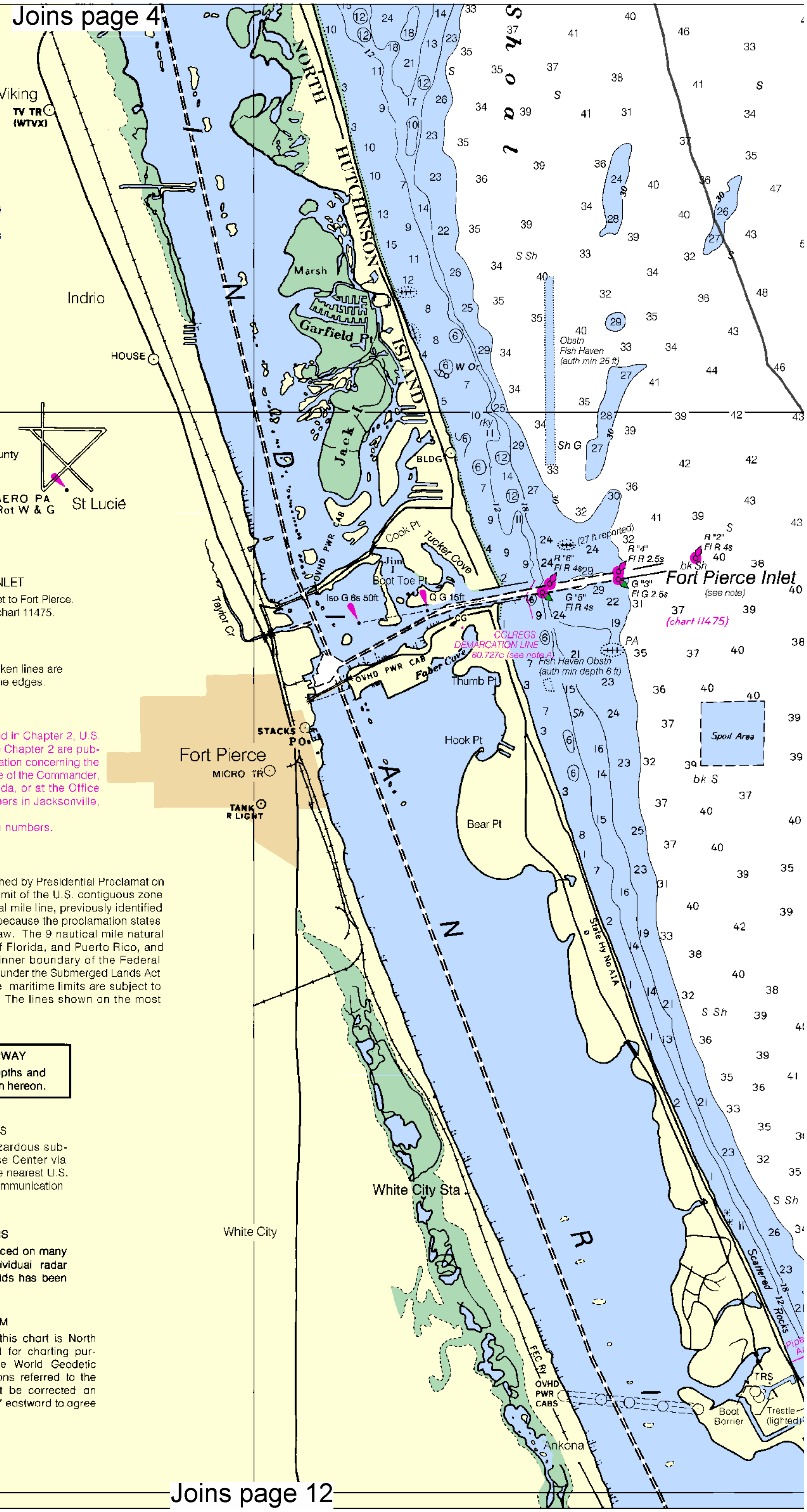
Joins page 4

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

NOTE C

The OCULINA BANK (protected area: 50 CFR 638.22)
The following restrictions apply:
Fishing, with bottom longlines, traps, pots, dredges and bottom trawls is prohibited.



FORT PIERCE INLET

The project depth is 28 feet to Fort Pierce. For controlling depths see chart 11475.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE A

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Refer to charted regulation section numbers.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

INTRACOASTAL WATERWAY

Use chart 11472. The depths and channel markers are not shown hereon.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.169" northward and 0.832" eastward to agree with this chart.

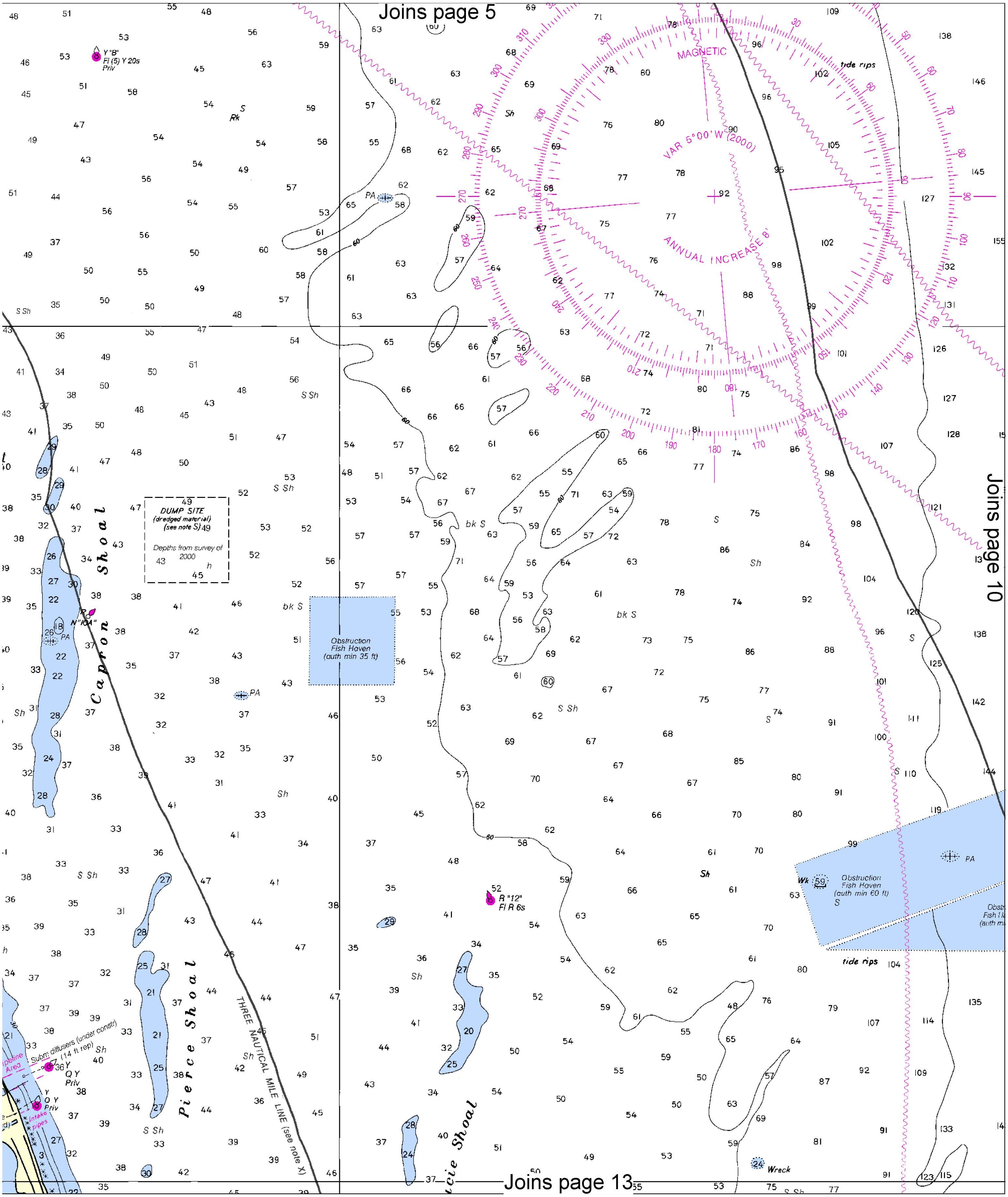
Joins page 12

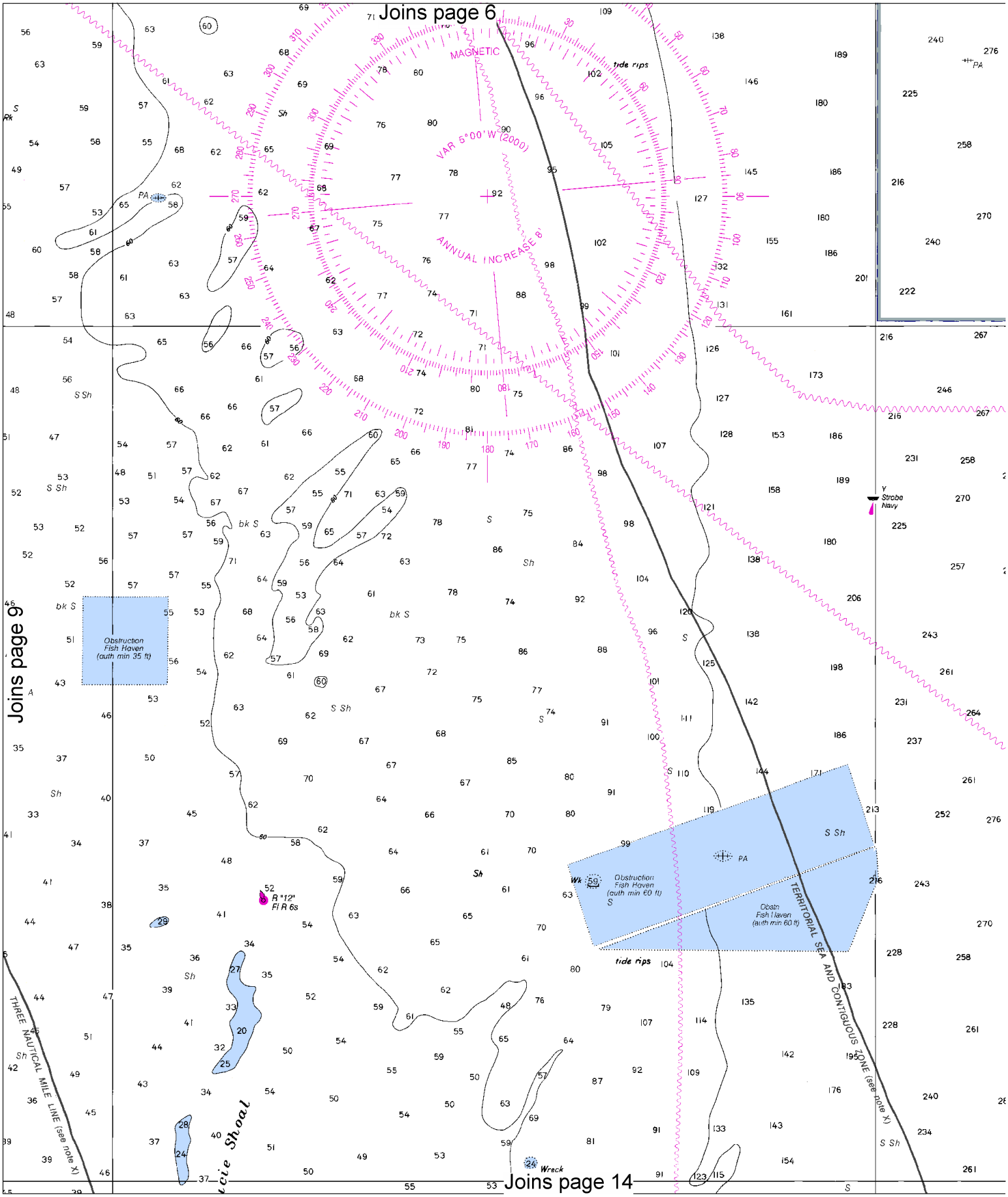
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000


Joins page 5
Joins page 10
Joins page 13
MAGNETIC
VAR 5°00'W (2000)
ANNUAL INCREASE 8'
Y "B"
Fl (5) Y 20s
Priv
DUMP SITE
(dredged material)
(see note S)
Depths from survey of 2000
Obstruction
Fish Haven
(auth min 35 ft)
Obstruction
Fish Haven
(auth min 60 ft)
tide rips
Capron Shoal
Pierce Shoal
THREE NAUTICAL MILE LINE (see note X)
R "12"
Fl R 6s
N "10A"
Wreck
Subm diffusers (under constr)
(14 ft rep)
Q Y
Priv
Intake pipes



North

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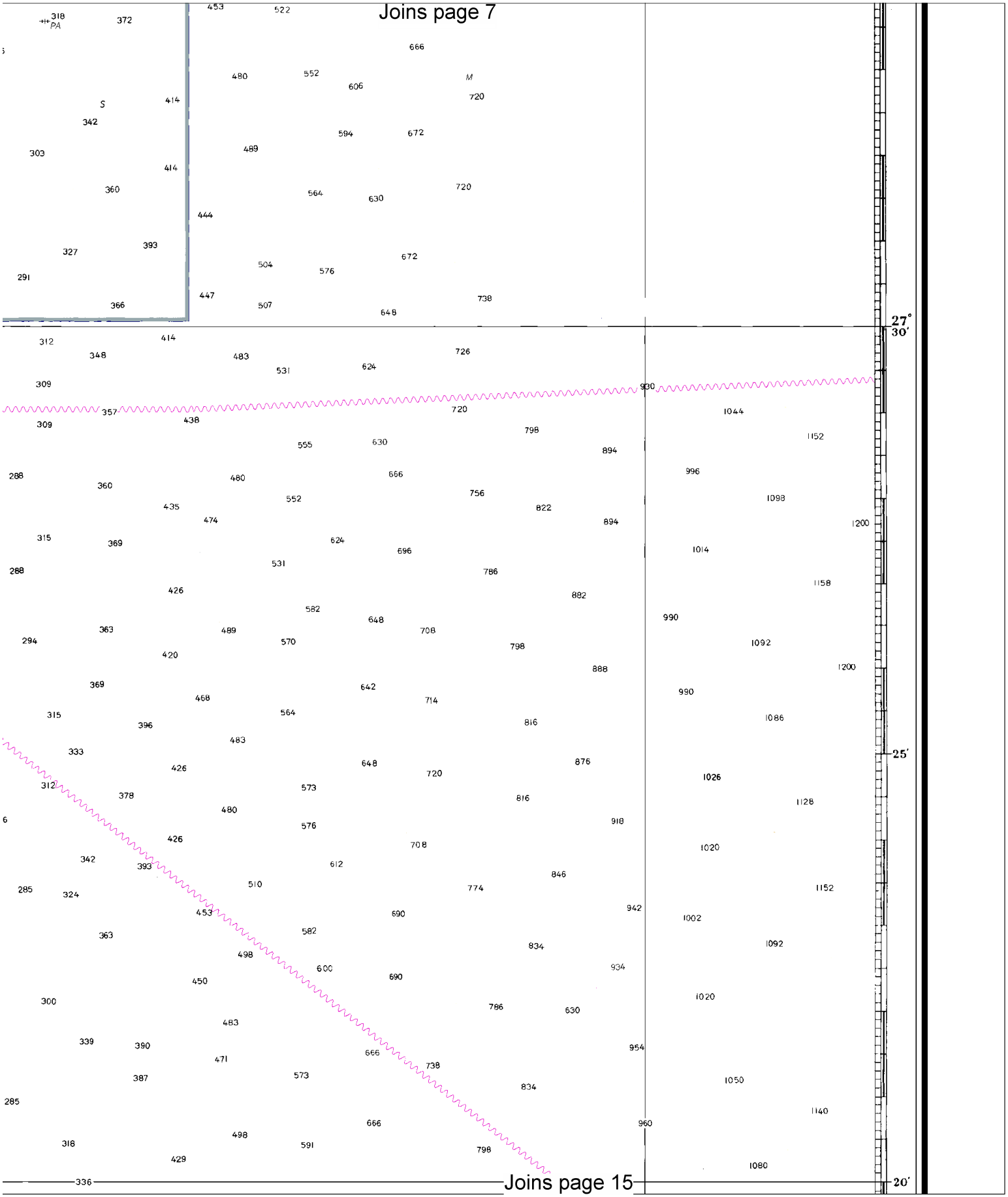
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 7
27° 30'
25'
20'
Joins page 15

with this chort.

Joins page 8

20′

15′

10′

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY..... .100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely or the lattices in inshore waters.

NOTE B

CAUTION

Passage through the inlet is not recommended without local knowledge of all hazardous conditions affecting this area.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
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(100)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Submg submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

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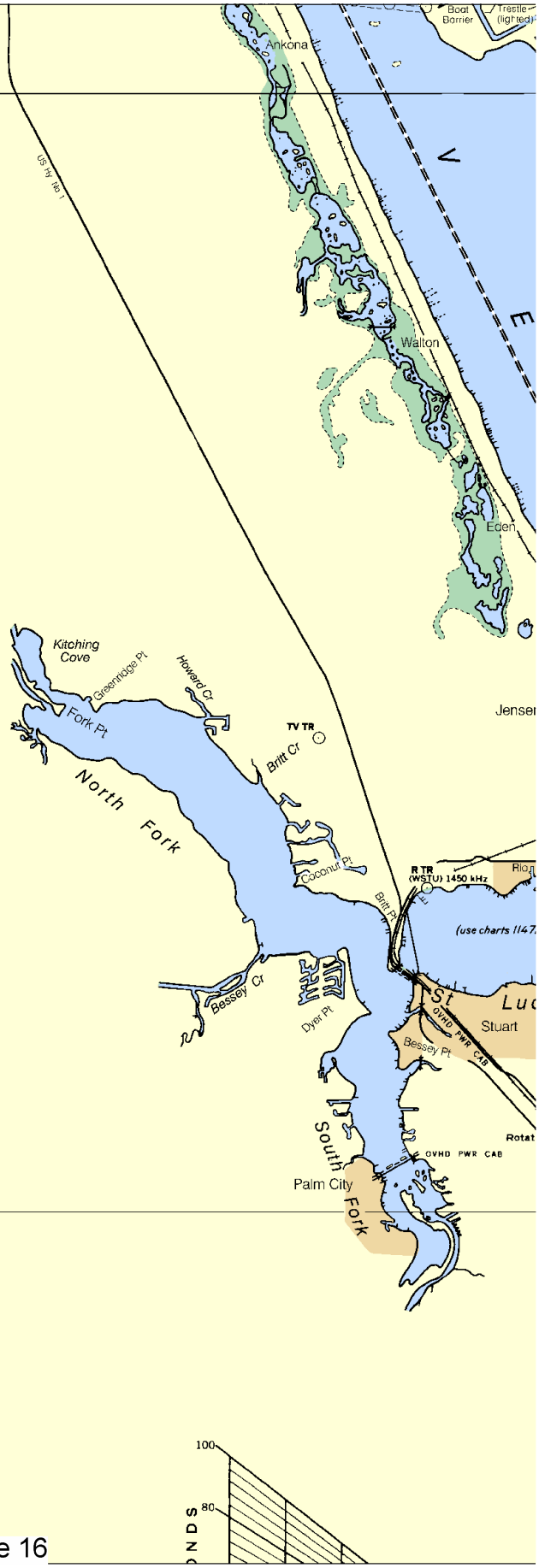
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

Joins page 16

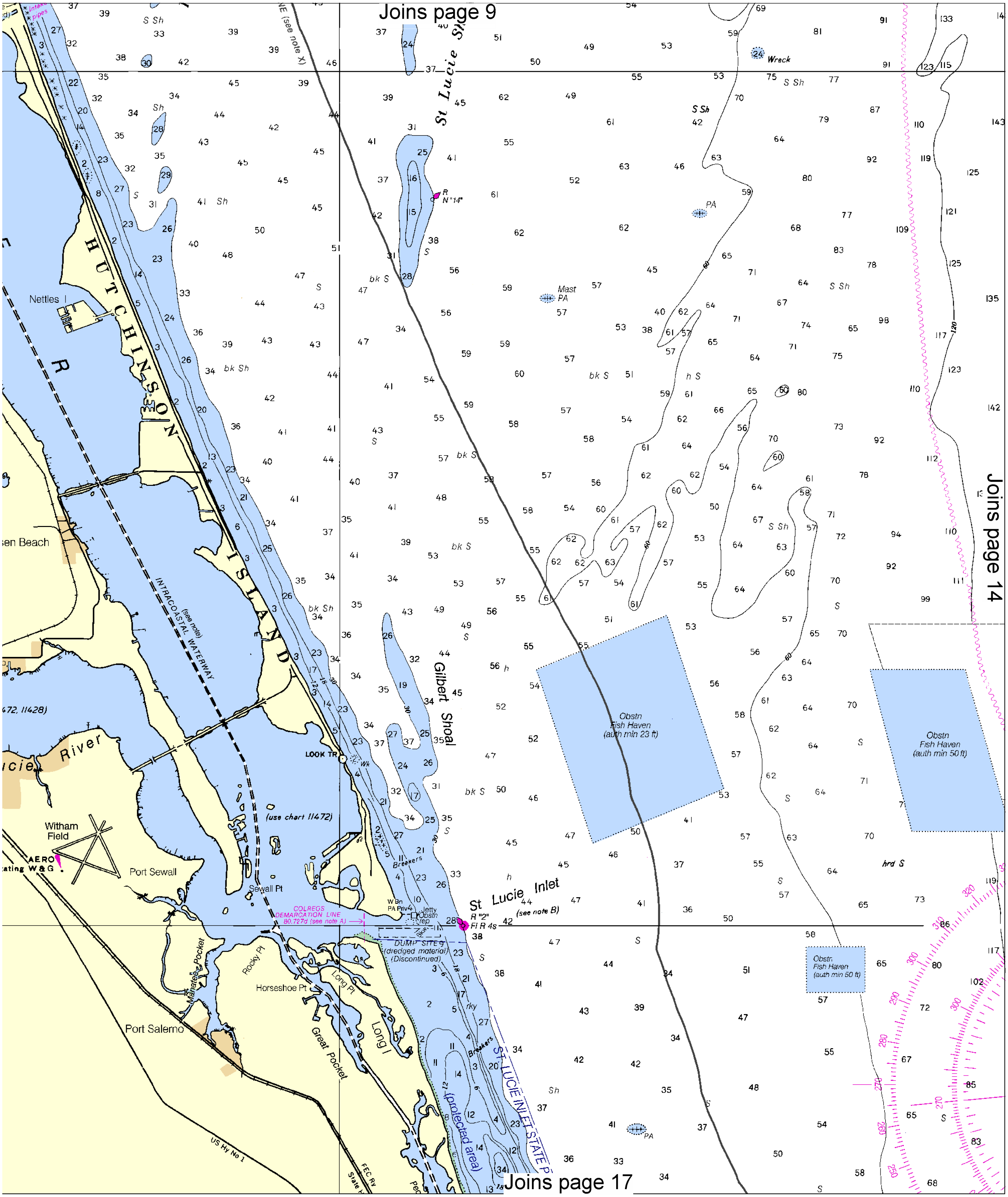


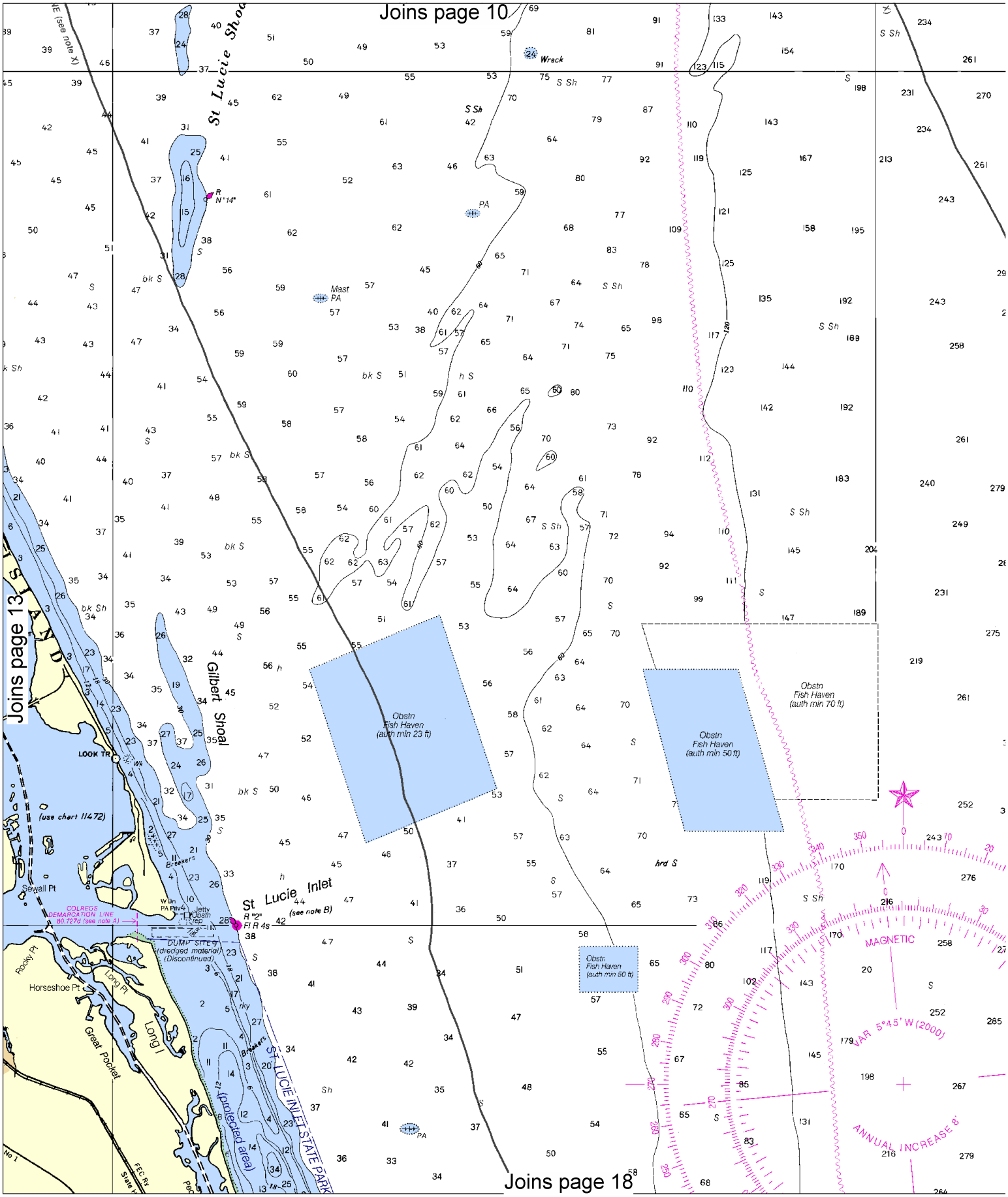
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000


Joins page 9
Joins page 14
Joins page 17
St Lucie Sh
HUTCHINSON ISLAND
Nettles I
INTRACOASTAL WATERWAY
(see note)
Gilbert Shoal
St Lucie Inlet
(see note B)
River
Witham Field
Port Sewall
Sewall Pt
Rocky Pt
Horseshoe Pt
Long Pt
Long I
Great Pocket
Manatee Pocket
Port Salerno
(use chart 11472)
COLREGS DEMARCATION LINE
DUMP SITE 9 (dredged material) (Discontinued)
ST LUCIE INLET STATE P
(protected area)
Obstn Fish Haven (auth min 23 ft)
Obstn Fish Haven (auth min 50 ft)
Wreck
Mast PA
LOOK TR
Breakers
US Hy No 1
FEC Ry



14

North

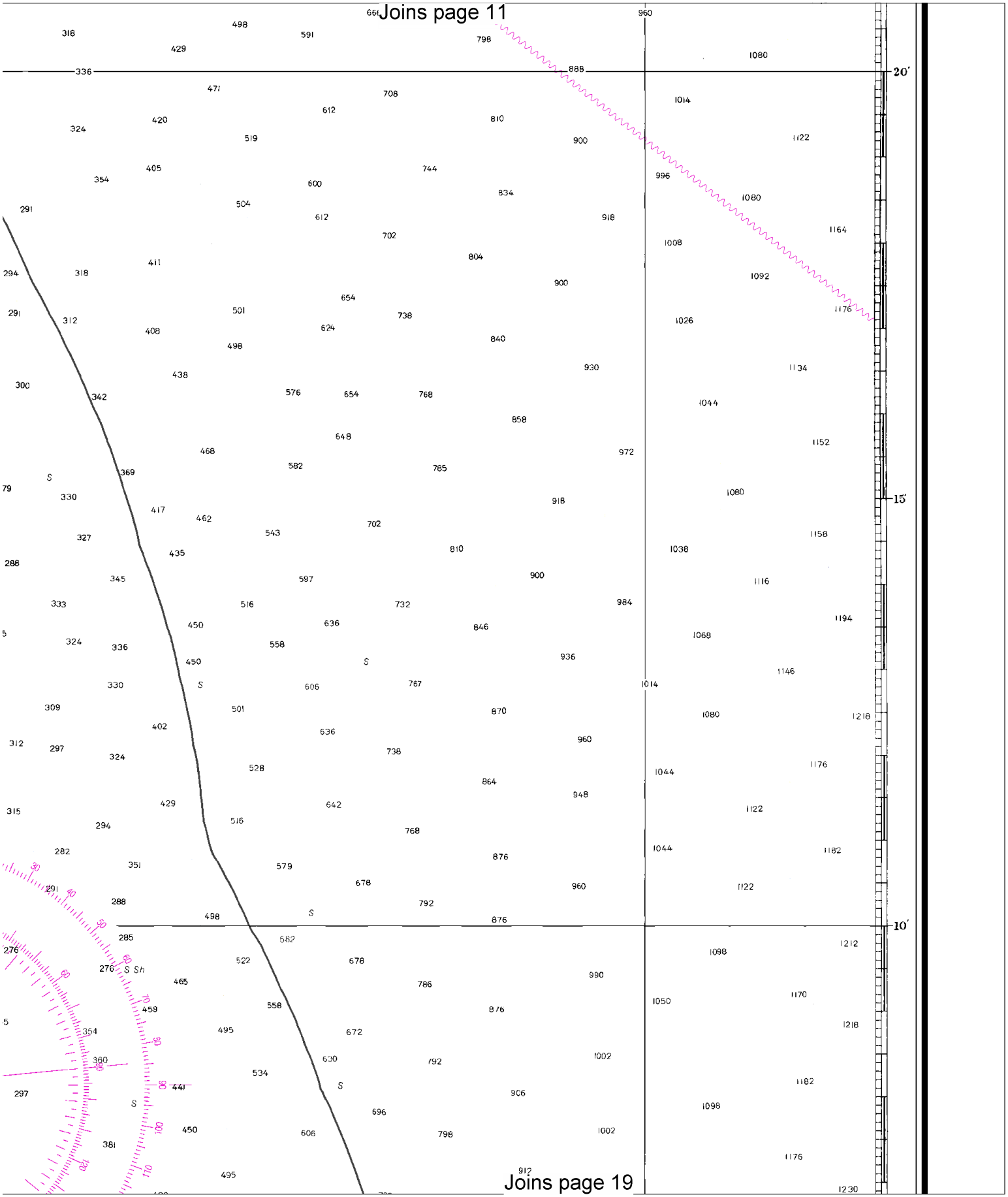
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 11
Joins page 19
20'
15'
10'

Mariners should not rely upon the position of navigation. Wrecks and submerged obstruction from charted locations. Pipelines may have become uncovered or moved.

Joins page 12

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

West Palm Beach, Fl	KEC-50	162.475 MHz
Fort Pierce, FL	WWF-69	162.425 MHz
Melbourne, FL	WXJ-70	162.55 MHz

AIDS TO NAVIGATION

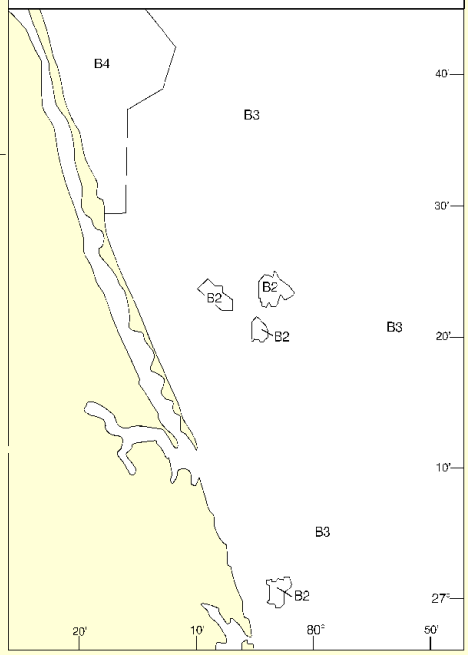
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

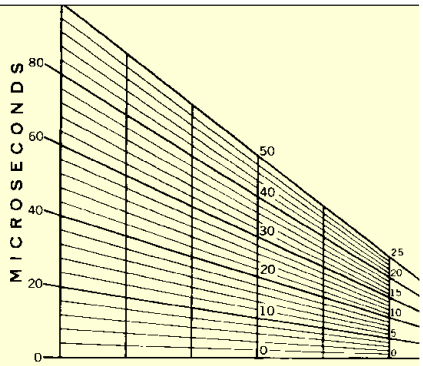
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B2	1970 to 1989	Partial bottom coverage
B3	1940 to 1969	Partial bottom coverage
B5	1900 to 1939	Partial bottom coverage
B5	Pre - 1900	Partial bottom coverage





LORAN LINEAR INTERPOLAT

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

FLORIDA - EAST COAST

BETHEL SHOAL TO JUPIT

Mercator Projection
Scale 1:80,000 at Lat. 27°21'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Nautical Miles
1 0 1 2 3 4
Yards
1000 0 2000 4000 6000

05'
27°
25'
20'
15'

10th Ed., Mar 25/ 00 ■

11474

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency, the Canadian Department of Fisheries and Oceans, and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FE

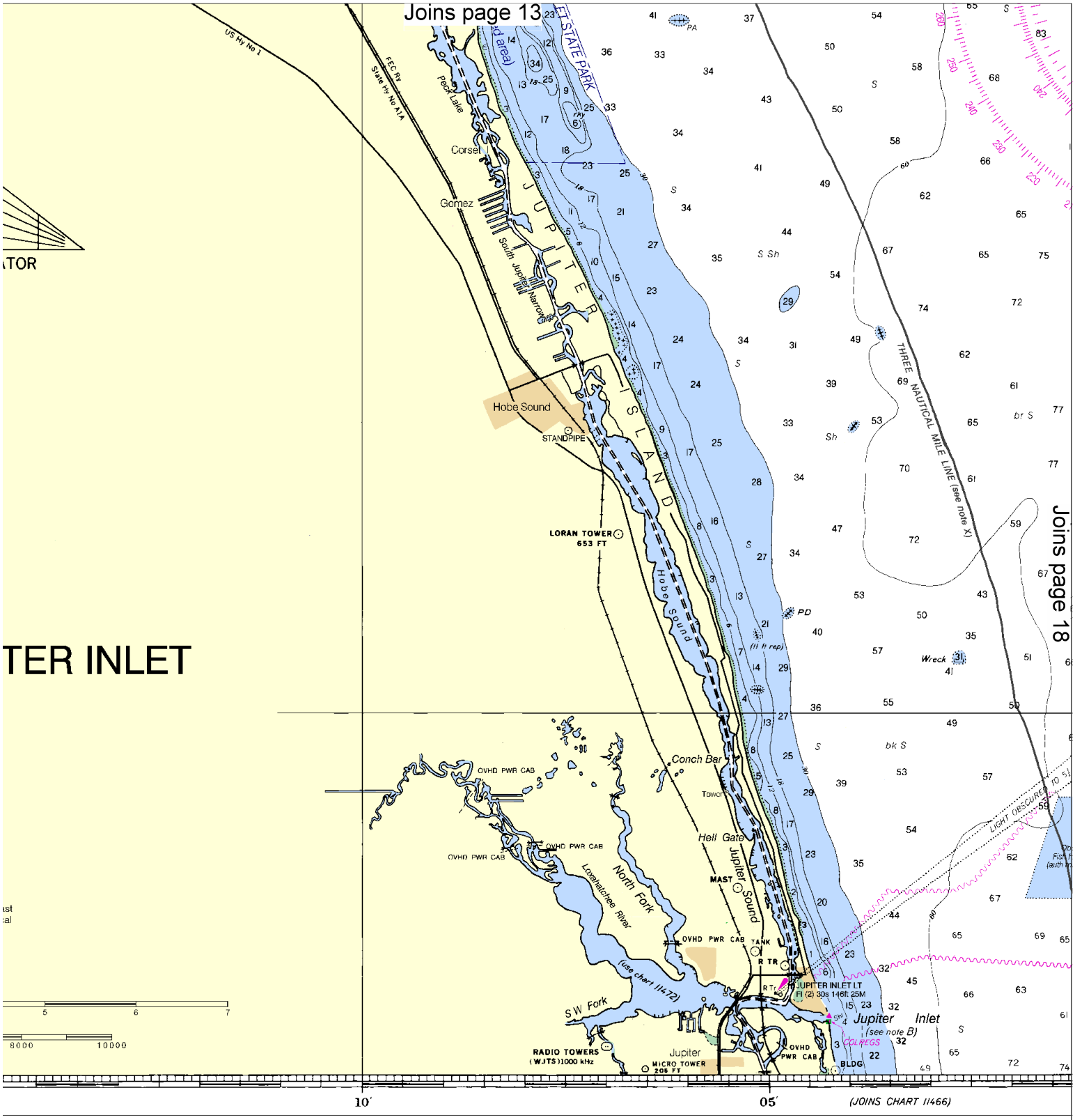
16

North

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000



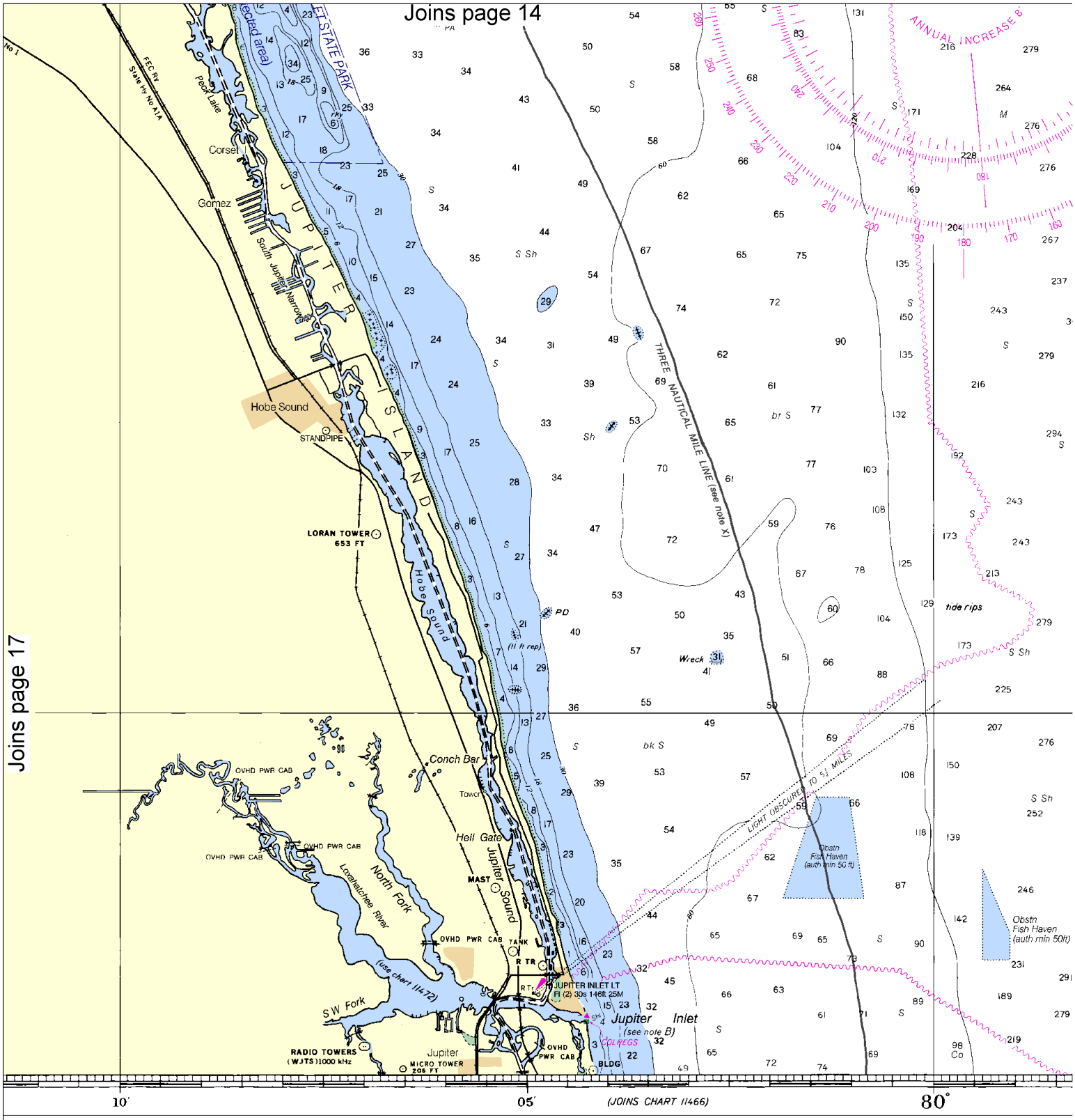
TER INLET

EET

OUR SEAS AND OUR SKIES

OF EXCELLENCE AT NOAA

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



R SEAS AND OUR SKIES

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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	
FEET	6	12	18	24	30	36	4
METERS	1 2 3 4 5 6 7 8 9 10 11 12 1						

North

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

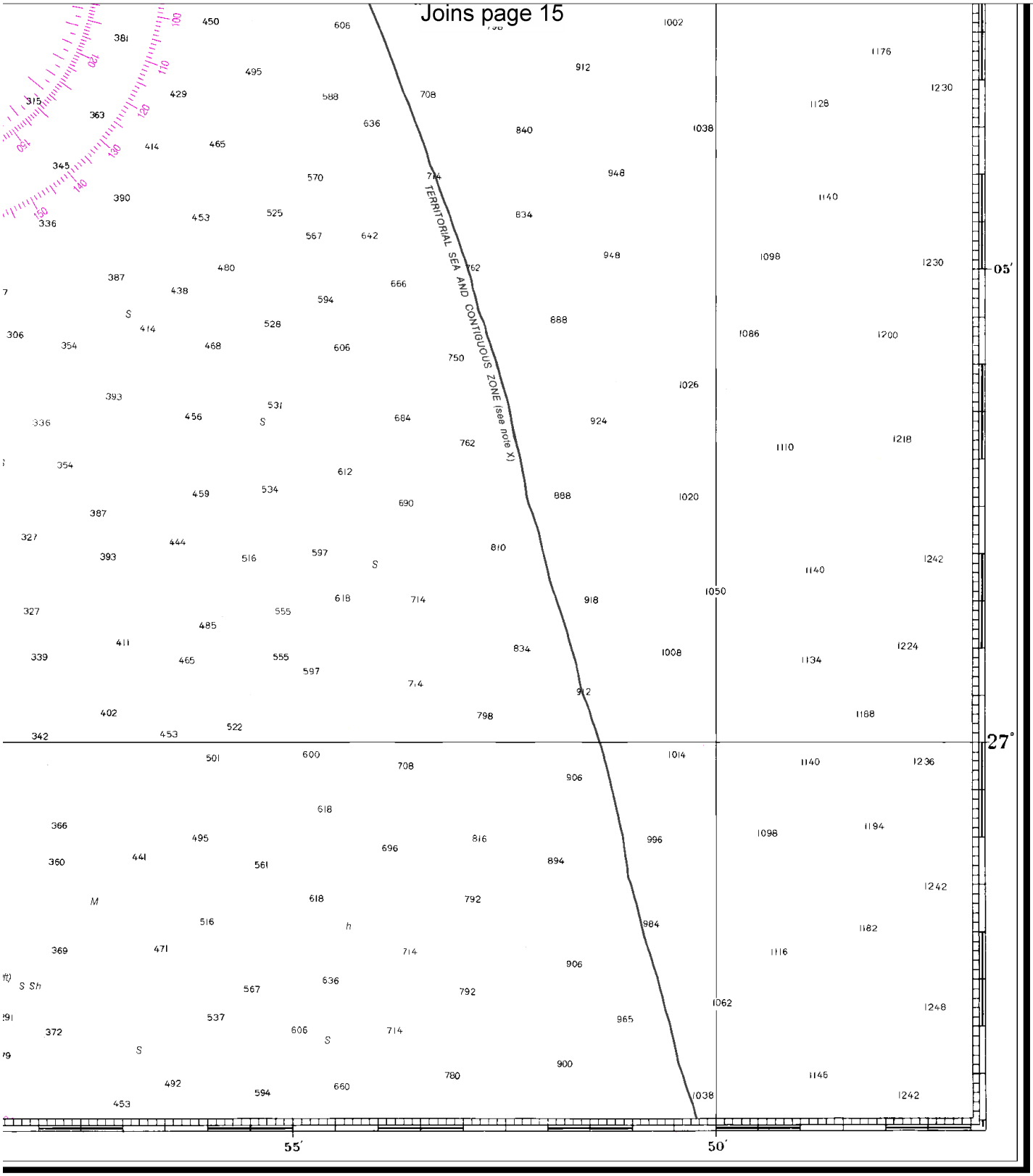
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 15



Bethel Shoal to Jupiter Inlet

SOUNDINGS IN FEET - SCALE 1:80,000

11474

LORAN-C OVERPRINTED

ED. NO. 10

NSN 7642014010110 NIMA REFERENCE NO. 11ACO11474

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Fort Pierce – 772-464-6100
Martin County Sheriff's Office – 772-220-7170
St. Lucie Sheriff's Office – 772-461-7300
FL Fish and Wildlife Conservation Comm – 888-404-3922
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.